



Vol. 51. No. 1085

OFFICIAL JOURNAL

MARCH, 1954

ROYAL COMMISSION ON THE  
CIVIL SERVICE (1953)

Introductory Factual Memorandum  
on the  
**CIVIL SERVICE**

(December 15th, 1953)

Submitted by  
**H. M. TREASURY**

From  
**HER MAJESTY'S STATIONERY OFFICE.**

**PRICE: SIX SHILLINGS NET.**

(A valuable book of reference for many years to come).

**CUSTOMS & EXCISE PREVENTIVE STAFF ASSOCIATION**

KILLARNEY HOUSE, 47/49 MONUMENT ST., LONDON, E.C.3.

TELEPHONE: MAN 5070.



**CORRESPONDENCE, LITERARY MATTER, ETC.**—*Letters to the Editor, etc., should be addressed to: The Editor, 'The Customs Journal,' 'Brendon,' 19 Kearsney Avenue North, Dover, Kent. It is essential that all matter for insertion in the April issue should reach the Editor before March 25th, 1954.*

*Articles submitted need not be typewritten, but the use of one side of the paper renders a great assistance.*

**ADVERTISEMENTS.**—*All enquiries relating to advertisement space should be addressed to the Advertisement Contractors, A. Darby's Advertising Service, 24 and 26 Blackfriars Lane, London, E.C.4. Telephone: City 6686 and 6687. Telegrams: Darbiads, Cent, London. All advertisements are accepted subject to the Editor's approval.*

**BACK NUMBERS.**—*May be obtained by applying to the Association Offices 2d. per copy (post free).*

**SUBSCRIPTIONS.**—*Retired Officers and outside persons wishing to become subscribers may do so on application to the Organising Secretary. The Charge is 6s. Od. per annum, post free.*

**James Denby, P.O.-in-Charge, Arbroath**

**F**OLLOWING a very long period of futile discussions, it is indeed a pleasure to say that action taken by the Association's Solicitors, Messrs. N. Maclean & Co., London, now suggests a successful conclusion to this case.

Members may be aware that following appointment to Arbroath Mr. Denby became very seriously ill and was, following this, on pension rates of pay for a period. Our grateful thanks are due to those members who contributed to the national appeal made on Mr. Denby's behalf during this time. Ensuing negotiations by the Association for an increase beyond pensions rates on his behalf were unsuccessful. Subsequently, however, the matter was placed in the Solicitor's hands and it was learned last week that an Injury Warrant had been granted which certainly goes a long way towards ensuring for Mr. Denby reasonable treatment at last.

**Elections**

Elsewhere in the JOURNAL there appears a notice of election for Councillors which is in accordance with the amendment to the Constitution passed at the Council in 1953.

Members will notice, no doubt, that there has been some delay in issuing this notice, but this has been due to the fact that it was necessary to retain in office the 1953 Councillors until such time as the election of the second Assistant Secretary had taken place. This matter is now under immediate consideration and will be completed before the elections take place.

**Salaries**

By the time these notes appear in print, the Association will have had a meeting with the Board of Customs and Excise in respect of the salary offer made by them on February 17th, and circulated to you by *Confidential Circular* in the week ending February 27th.

The Executive Committee will have met during the week ending March 13th and had an opportunity to give consideration to the results of the interview.

#### **Sickness Benefit Scheme**

You have been made aware by *Confidential Circular* that certain unforeseen difficulties have arisen in this matter and we have had to delay the date of the commencement of the scheme.

The most important thing to be done at the moment as far as the membership of the P.S.A. is concerned is to see that they are fully paid up in their subscriptions as at 31st March, 1954, to ensure that they will be eligible for membership during the forthcoming year in the Sickness Benefit scheme.

*Don't wait for your District Organiser to come to you. Go to your District Organiser.*

### **Customs & Excise Departmental Whitley Council**

The three hundred and seventy ninth meeting of the Council was held in the Conference Room, King's Beam House, London, E.C.3., on Wednesday, 27th January, 1954, the Chair being taken by Sir William D. Croft, K.C.B., K.B.E., C.I.E., C.V.O., Chairman of the Board of Customs and Excise.

#### **Transfer of redundant Staff from other Departments**

The Official Side said that, at the last meeting, it had been indicated that the case for refusing to take redundant Executive Officers into the Indoor Officer Grade was less strong for transfers elsewhere in the Outdoor Service. In the event the Department had had to accept five transfers to the Indoor Officer grade. A number of Clerical Officers had been taken, some Executive Officers also were coming, but the number was not yet fixed. The Official Side said that they were bound to co-operate to some extent in these transfers but it could not be said that more were being taken than was due, having regard to the numbers transferred to other Departments.

The Staff Side said that since the last meeting they had written on this subject and realised that, as the reply had indicated, the Official Side could not be expected to answer for what was said outside the Department; they wished however to make further representation on the Indoor Officer position. The Staff Side formed the opinion, from what was said at the last meeting, that the Official Side

were doing their utmost to resist any transfers to the Indoor Officer grade and, accordingly, the Staff Side had not felt it necessary to go into all the arguments against such moves. It was unfortunate that, on the day of the Council meeting, the Treasury told the National Staff Side that the Customs and Excise had agreed to five such transfers. While the Staff Side accepted that, when events were moving swiftly, misunderstandings sometimes arose, the Official Side might themselves feel that some explanation of the apparent discrepancy was necessary. The Staff Side must however place on record their strong disagreement to any such transfers; it had been understood that, when the Indoor Officer grade was set up, appointments would be in the main by promotion from the Departmental Clerical Class, with possibly some entrants from the Departmental Clerical Class who succeeded at the Limited Executive Officer competition. The Staff Side asked that if possible something might be done even now to arrest these transfers.

The Official Side said that this Department had not heard definitely about the transfers to the Indoor Officer grade until the day after the last Council. They would reflect on what had been said to see whether anything else could be done.

The Staff Side said that the numbers of Executive Officers to be transferred were being mentioned elsewhere and asked that the figures of Executive and Clerical Officers to be transferred should be made known to them as soon as possible.

The Council re-adjourned the item.

#### **Entertainments Duty Exemptions under General Order 5/1954**

The Staff Side proposed that work arising in Collector's Office should be done by Indoor Officers and said that there had been correspondence and informal discussion with the Official Side on this matter but no satisfaction had been obtained. The Staff Side claimed that the work to be done before the certificate of exemption was ready for signature was above the level of work appropriate to a Departmental Clerical Officer, whose duties should be to deal with matters within clearly defined instructions. When General Order 5/1953 was first issued, there appeared to be no more required than the production of a declaration of exemption but this did not prove to be the case; examination of the documents was required, enquiries were sometimes found to be necessary and, subsequently, notes for

guidance were sent out from Headquarters. This showed that the cases were not of a routine nature and the official signing the documents could hardly be expected to go over the work already done. The Staff Side had made an enquiry of 26 Collections and in 12 of them Departmental Higher Clerical Officers were doing the work, in 9 Collections Departmental Clerical Officers were doing the work with a 100% check, and in only the remaining 5 Collections were Departmental Clerical Officers doing the work. Following on the recent re-organisation of the Departmental Clerical Class, the Departmental Higher Clerical Officer was mainly a supervising official and the Staff Side considered that the work arising under General Order 5/1953 was beyond the scope of the Departmental Clerical Officer grade.

The Official Side observed that two points arose here, one of classification of work and the other of practical organisation. While cases at the outset might require more detailed and higher level examination, the work might be expected to settle down later on more routine lines. Secondly it was doubtful whether, in the long run, the performance of this work by Indoor Officers would increase the number of Indoor Officer posts. In dealing with the issue raised regard had to be paid to these factors but the Official Side would examine the position again taking account of the Staff Side's views.

The Council adjourned the item.

#### **Scales of Annual Leave for Water-guard Grades**

The disagreement from the Waterguard Sectional Committee, which had been adjourned for Official Side consideration, was further discussed.

The Official Side said that it had been made clear to them that changes in leave allowances could not be considered at present.

The Staff Side said that the existing leave scales had been accepted in 1948 as an interim measure and they thought that six years was long enough to wait for an improvement. They would now have to consider taking the case elsewhere for a decision.

The Council confirmed the disagreement.

#### **Miscellaneous**

A disagreement from Norwich Local Committee concerning the hours of attendance in Great Yarmouth 4 Station was adjourned for informal discussion.

The adjourned disagreement from the

Waterguard Sectional Committee regarding the summer leave season for Chief Preventive Officers, Preventive Officers and Assistant Preventive Officers was confirmed, the Staff Side intimating that they would have to consider what other steps could be taken in the matter.

The disagreement from Cardiff and Newport Local Committee concerning "on call" cover at Rhoose and Pengam Airports was adjourned for three months, pending discussions on the general issue of airport attendance in the Officer Grade Committee.

The disagreement from Manchester Local Committee regarding meal time relief for the Officer at Manchester 5 Station was confirmed, informal discussions having failed to resolve the matter.

The disagreement from Southampton Local Committee on the discontinuance of the Port Rotation Scheme was further adjourned pending the completion of informal discussions.

The Council decided to hold its next meeting on the 24th February, 1954.

At the conclusion of the business on the agenda, the Chairman said that this was the last meeting of the Council before the retirement of Sir John Godfrey, Chief Inspector.

The Official Side felt real regret at his departure and they wished to place on record their appreciation of his services. Sir John had had a long and varied experience and, in addition to his official activities, had taken a great interest in Departmental sport.

The Official Side wished him a long and happy retirement.

The Vice Chairman said that the Staff Side endorsed what had been said and offered their best wishes to Sir John.

Sir John Godfrey in expressing his thanks wished every success to the Council in maintaining the spirit of Whitleyism in the Department.

---

## **Miscellaneous**

**MEMBERS REQUIRING INFORMATION** of advice about the new models which were on show at the recent British Furniture Exhibition will find our services helpful. As complete house furnishers we stock and have particulars of all modern developments. Special rates to members. HACKNEY CABINET COMPANY, 54, Great Eastern Street, London, E.C.2. BISHops-gate 6717 and 3952.

## OBITUARY

We regret to announce the death at Bournemouth on his 83rd Birthday of Mr. A. C. BOOTH, retired Chief Preventive Officer, Upper Section, who died on the 6th February last.

Mr. Booth had an interesting career in the service, having been employed in many capacities, the names of which are now obsolete. Whilst waiting for a nomination from a Member of Parliament (then the only means of entry into the Waterguard) he was employed as a "Glut Outdoor Officer" and later as a "Preferable Glut Outdoor Officer" before taking up duties as a Boatman. The hours of duty of a Boatman at that time, were 24 on and 24 off, with no extra pay for Sundays. Prior to being promoted to Preventive Officer Liverpool, he was employed on Immigration duties, which were then performed by the Waterguard. He received a £10 yearly allowance for this work and on taking up duty at Liverpool at £90 per annum, he had to suffer a net reduction of £5 a year. After returning to Hull as a Preventive Officer, he was promoted to Chief Preventive Officer, Glasgow and later to Chief Preventive Officer Upper Section, Dover. In those days, there was no Superintendent at Dover and he was the only Chief Preventive Officer stationed there. He subsequently transferred to Sunderland from which port he finally retired.

Mr. Booth was a pioneer of the Hull Boatman's Association, before a national Waterguard Association was started and subsequently served in many offices of various service organisations.

He was the last survivor of the original committee of the CUSTOMS JOURNAL and passed away very nearly 50 years after the birth of that organ. He was a regular contributor to the "C.J." from its inception until quite recently and at one time served as the Editor for a period of seven years.

He was awarded the Royal Humane Society's medal for rescuing a would-be suicide from the River Mersey and, later, a clasp to the medal for saving a boy from drowning in the River Humber.

Mr. Booth leaves a widow, son and a daughter and we offer them our sympathy in their bereavement.

In addition to the relatives attending the service before Cremation, were a number of friends among whom was Mr. F. M. HARRIS, retired Preventive Officer of Barnstaple.

## THE CUSTOMS FUND

## NOTICE

THE ANNUAL MEETING of Subscribers to the CUSTOMS ANNUITY AND BENEVOLENT FUND, INCORPORATED, will be held in ROOM 051, KING'S BEAM HOUSE, MARK LANE, LONDON, E.C.3., on THURSDAY, the 29th APRIL, 1954, at Five o'clock p.m., in accordance with the provisions of Rule 28; also for the purpose of electing Three Directors and One Auditor in the place of the undermentioned Gentlemen, who, in accordance with the provisions of Rules 20 and 21, go out of office on that day, but are respectively eligible for re-election.

*Directors* W. QUIMBY, Esquire, O.B.E.,  
D.C.M.

G. J. E. CHASE, Esquire, M.B.E.  
W. C. MAYCOCK, Esquire.

*Auditor* A. CALVERT, Esquire.

W. H. CHUBB, *Secretary*.

Customs Fund Office,  
King's Beam House,  
Mark Lane, E.C.3.

8th March 1954

**NOTICE**

*To all Port Correspondents*

Our April issue will be a special Golden Jubilee number—for in April we are 50 years old. If you wish to appear please send your copy along in good time.

*The Editor.*

# Examination for Promotion to the Rank of Preventive Officer

2ND FEBRUARY, 1954

## FIRST PAPER.—

Time allowed, 2½ hours—  
10 a.m. to 12.30 p.m.

*In answering questions you are in all cases to assume that you are a Preventive Officer.*

## SECTION A

*Not more than THREE questions are to be taken. Each question carries an equal number of marks.*

1. You are a Preventive Officer at a small port. At 11 p.m. on Saturday, the 2nd February, you are informed by the police that they are holding two local men whom they intercepted leaving the dock estate in a taxi-cab. In a suit-case they found 5,000 cigarettes in packets of 20. The packets are marked "Churchman, manufactured in Dublin."

You proceed to the Police Station and the Police Inspector tells you that the two men have been cautioned and that they voluntarily made written statements. The written statements contain an admission that the cigarettes had been purchased from the Master of a Dutch vessel, 150 tons, which arrived the previous day from Dublin.

The vessel will be remaining in port for some days.

State *fully* the action you would take assuming that you were unable to contact a superior officer. You are satisfied that the driver of the taxi-cab is not involved.

2. Two passengers, husband and wife, resident in the United Kingdom arrive from France after an 8 weeks holiday. In reply to your questions the man declares and produces:

- 600 (No.) (1½ lb.) cigarettes;
- One keg declared to contain 5 litres of brandy;
- One addressed parcel, said to contain discarded clothing;
- One reel of developed cinematograph film of standard width;

and the woman declares and produces:

- 3 silk dresses, each valued at £3;
- 3 bottles of liqueurs, each .06 gallons.

The man states that the brandy is a special kind left to him by an old friend under the terms of a Will; and the parcel of discarded clothing is from a resident of France to a relative living at the address shown on the parcel.

The woman claims that the dresses were bought in Paris six weeks previously and that she had been wearing them since.

You are satisfied with the statements made by the passengers and, except for the discarded clothing, that all the goods are for personal and private use.

State *fully* how you would deal with these passengers. The amount of duty, etc., which may be required need not be calculated.

3. A temporarily imported American owned yacht, 60 tons register, belonging to a recognised yacht club, arrives at your port having cruised in United Kingdom waters for nine months. The owner informs you that he is finally leaving for the United States after taking on the following bonded and drawback stores which have been granted and are produced to you for shipment:

- (a) *Ex warehouse at another port*  
4 cases—48 bottles of B.P. Spirits, each containing .166 gallons liquid at 28.9 u.p.
- (b) *On Drawback*  
14 lb. of syrup—less than 70 per cent. sweetening matter;  
56 lb. coffee and chicory, mixed;  
6 crates each containing 36 bottles of Guinness stout—total quantity 12 gallons,  
100 lb. of chilled beef—fores and hinds.

The Export Shipping Notice for the stout indicates that three samples are required. In one case of spirits two bottles were found broken and the contents lost.

Describe in *detail* the action to be taken in connection with this transaction, the documents required and the records to be made.

4. You are stationed at a Royal Air Force authorised airfield. At 3 p.m. you are informed by the Commanding Officer that an aircraft of Transport Command, from the Far East, is due in half an hour, having been diverted from another airfield because of fog. The aircraft is carrying urgent Government cargo, for which immediate clearance is requested; also six Royal Air Force personnel and high rank-

ing Government technicians (civilians) who have been inspecting Royal Air Force bases overseas.

State *fully* your procedure in dealing with this aircraft, the documents you would call for, the records you would make and what you would do if a Royal Air Force Warrant technician was detected in an attempt to smuggle.

The Landing Officer for the airfield is not available.

5. H.M.S. *Illustrious*, an aircraft carrier, arrives at your port from the Far East with a complement of 1,250 officers and men.

At boarding, you are informed that 50 aircraft were flown off to a Royal Naval Air Station one hour before arrival: that there are two dogs on board to be landed to the quarantine kennels, and that the Agent is present with the necessary papers. Approval has also been given for the transfer of Mess and Canteen stores to another H.M. ship within the port. An Assistant Preventive Officer has been detailed to accompany these stores and the conveyance is waiting alongside.

As the Boarding Officer, state *fully* how you would deal with this arrival, showing the documents required and the records to be made. You may assume that staff are available to assist in the receipt of duty from officers and men.

### SECTION B

*Not more than FIFTEEN questions are to be taken. Each question carries an equal number of marks*

6. What are the special duties of a Boarding Preventive Officer under the Small Craft Regulations, 1953?

7. How would you deal with a passenger holding a diplomatic passport bearing a diplomatic or gratis visa?

8. What would be your procedure should a passenger be seen landing a parrot in contravention of the Parrots and Miscellaneous Birds (Prohibition of Importation) Order, 1953?

9. Under the health regulations what signals are required to be exhibited by ships upon arrival from foreign?

10. When is it necessary to notify the amendment of an exempt entry to the Statistical Office?

11. What is the time limit for the discharge of cargo and what is done when the time limit expires?

12. A civilian is found on shore in possession of Navy goods on which the Revenue involved is £8. What would you do?

13. What would you do about lifeboat emergency provisions shipped on drawback and remaining on board a British vessel at final clearance inwards and entering the coasting trade?

14. How would you deal with positive cinematograph film re-imported by H.M. Ships and consigned to the Royal Naval Film Corporation?

15. What samples are required, and for whom, from the following goods shipped on drawback, and produced for first examination at the place of shipment:

6 cwt. B.R. Syrup, less than 70 per cent. sweetening matter;

1 cwt. Chocolate Biscuits, on a fixed rate of drawback.

16. What are the quantities of tobacco and spirits that may be left out for use on board fishing vessels where the crew are victualled on board?

17. State briefly when a Ministry of Food Shipping Bill is required, and the action to be taken when the goods shipped are in excess or short of the entered quantity. After certification, to whom are such Shipping Bills sent?

18. Define (a) Grain; and (b) A ship carrying a grain cargo.

19. What are the regulations for clearing accompanied baggage left for clearance by an agent?

20. What action would you take if you suspected that a camera, in respect of which a declaration on Form C.104 had been smuggled into this country before it had passed into the hands of the passenger?

21. What are the Preventive Officer's particular instructions regarding the control of his Station?

22. Formulate a charge in respect of a seizure of 4 lb. of opium.

23. What are the special duties of a Boarding Preventive Officer when a vessel arrives with export cargo on board?

24. State briefly the regulations for the disposal of surplus stores on aircraft.

25. As a Preventive Officer at a small port where your duties include Immigration work a foreign visitor outward-bound freely declares and produces the equivalent of £18 in foreign currency. There is no import currency certificate in the passenger's passport. State your action.

26. What would you do when a member of a ship's crew is found to have shipped goods, not subject to Export Licence, for sale abroad, valued at £20?

27. What are the duty-free concessions which may be allowed to the members of

the crew of a British yacht on its arrival from foreign?

28. An imported post parcel addressed to a passenger on board a vessel outward-bound is produced to you by the Post Office authorities. What action would you take?

29. What do you understand by an "interim" report?

30. State briefly how musical instruments imported by ship's bands are dealt with.

### SECOND PAPER.—

Time allowed, 2 hours—

2 p.m. to 4 p.m.

*In answering questions you are in all cases to assume that you are a Preventive Officer.*

1. Write a report to your superior officer on ONE only of the following subjects, (a) or (b):

(a) You are on river boarding duties on the 8 a.m./4 p.m. watch on the 2nd February, with one Assistant Preventive Officer. Your Station, which is about fifteen miles in extent, includes two oil installations (approved) and a number of approved and unapproved wharves. There is also a small creek frequented by yachts and other small craft.

All parts of the Station can be visited by the launch at any state of the tide.

There are six vessels on the Station, viz:

- (i) four coasters discharging at approved wharves;
- (ii) one collier from Antwerp discharging coal at an unapproved wharf—two days in charge;
- (iii) one oil tanker anchored in the river cleaning and airing tanks.

The coasters will be at least another twenty-four hours in port completing their discharge, and the collier expects to finish in two days. There is a request to ship bonded and drawback stores on the tanker which is sailing at 4 p.m. direct for foreign.

During the day you get the following fresh arrivals, viz.:

10 a.m.—s.s. *Norleywood*, British, 2,000 tons, outward-bound from another British port for South America, with cargo. The vessel has put back after five days at sea because of engine trouble. The seal securing the bonded stores shipped for the outward voyage has been broken and a quantity of stores issued.

11.30 a.m.—Royal Fleet Auxiliary oil tanker *Walhampton*, 8,000 tons, from Tampa with a cargo of fuel oil, including a quantity in double bottom tanks. The oil is imported on Admiralty account and per-

mission has been granted for discharge to commence immediately upon arrival at one of the oil jetties. The Landing Officer will be in attendance to accept Report and examine the cargo. The crew are remaining on board.

Your report should be a clear and concise story of your course of action during the watch; showing the order in which you dealt with the various matters calling for your attention and the steps taken to protect the Revenue.

(b) As the Preventive Officer in charge of the Mobile Rmmage Crew you are instructed to proceed on four days' special service to "X" port, a distance of some fifty miles. You leave on Tuesday, 2nd February and return on Friday, 5th February. The official car is at your disposal.

The object of your visit is to carry out an extra and surprise check on all shipping, not only at "X" port which is staffed by two Preventive Officers and two Assistant Preventive Officers, but also in the adjacent areas of "D" and "E," two Coast Preventive Stations.

At "X" port there is a small regular continental trade; an occasional timber ship from the Baltic, and a few coasting vessels. Area "D" has for its base a small creek which is frequented by yachts and other small craft.

During your visit a seizure of dutiable Navy tobacco was made on board a 300-ton coaster just before sailing time. The Chief Officer was the culprit and he paid a compromise penalty of £18.

Bearing in mind the special objects of your visit your report should cover *fully* all work and incidents arising between departure and return.

2. The s.s. *Passford Bridge* arrives from Vancouver with the following deck cargo:

20 Oxen;  
18 Horses;  
15 Ponies;

7 Sheep (for consumption on board) and a quantity of timber on the open deck measuring:

	Mean Length	Mean Breadth	Mean Height
Section 1	79.3 ft.	37.8 ft.	5.7 ft.
Section 2	47.9 ft.	28.6 ft.	4.8 ft.
Section 3	16.3 ft.	13.4 ft.	3.9 ft.

There are two hatches under the deck cargo, each measuring 35 ft. × 16 ft. × 3.7 ft.

In the 'tween deck bunker (unregistered) there is a quantity of bunker coal of a cubic capacity of 497.8 cubic feet.

Calculate the *total* deck cargo tonnage.

3. Calculate the penalty to be sued for in respect of the following seizure :

5 bottles of Brandy, each. 156 liquid gallon at 27 u.p.;

4 dozen pairs of Nylons, value 11s. 4d. per pair;

24 packets of cigars (small), 20 in each packet,—48 (No.) weigh 4.5 oz.;

$\frac{1}{2}$  litre of "Coty" perfumery ;

7 reputed pints of Port wine ;

17 Jade articles, total value £30 10s.

### SOUTHAMPTON NOTES . . .

After an interval of four months, a P.S.A. meeting was held at the Constitutional Club, Carlton Place on the 12th of February last, with an attendance of over 50. This was rather more promising than the last attempt in November to hold a meeting when, in spite of the small nucleus of regulars a quorum was not raised. With Mr. Sid Johns in the chair the following items were discussed.

**Port Staffing Scheme**—The P.O. Whitley representatives (Messrs. Willsted and Youdell) advised that there were no developments since a scheme passed by the special meeting held on 12th October, 1953, had been submitted to the local Official Side shortly after that date. Some minor adjustments had been agreed by the two sides and it was assumed that the scheme had gone forward to London.

**Eastleigh Airport**—The Whitley representatives quoted figures to illustrate the fourfold increase over the past two years in flights to and from our local airport. Silver Cities with their car ferry service to Cherbourg were largely responsible for this. It was obvious therefore that there would have to be an increase in staff this season but after some discussion it was decided to await the reaction of the Official Side.

**Fawley**—the Staff Side case for increasing the strength of this busy oil jetty to include a night watch was repeated at this meeting. Some surprise was expressed that nothing had yet been done about this matter, but it is a fact that the local Official Side had the facts presented to them over six months ago.

A very old subject cropped up once again—the dirty state of the office at 29 Berth. Apart from our neighbours, the shunting engines who are ever with us, the situation has been aggravated recently by the resignation of one of the two cleaners.

The office at 101 Berth came next, with

its overcrowding, and a resolution urging improvement was soon carried. This office was built in the middle thirties for a staff of less than a dozen, whilst nowadays this has increased by nearly three times that number.

The possibility of the trans-Atlantic voyages on the two "Queens" being re-instituted (they have stopped since the end of last year) was then discussed and the decision of the staff was to go only if certain conditions were agreed. Chief amongst these were increased subsistence rates and an outside cabin. These voyages have, of course, been voluntary for the last seven years insofar as no officer can be compelled to go.

Conditions on some of the older baggage floors were spoken of with some disgust, and improvements were urged.

Finally, with an eye on what is to come this summer in Southampton Docks, members resolved that any seasonal relief required in this Division should be met by Detached Duty Staff.

### The Portcullis Club

The Annual General Meeting of this club (our sports and social organisation) was held on February 18th at the Ocean Terminal, when all the officers and committee were re-elected and one added (Mr. Jack Hopkins, A.P.O.). Under the continuing chairmanship of Mr. Doug Parker, the meeting was told of the sound financial position of the club, much sounder in fact than the voice of the hard working secretary, Mr. Fred Evans! The usual successful functions had taken place during the past year, including the Annual Ball at the Royal Pier in November and the Children's Party in January. A Coronation Dance held last May had lost money through lack of support from the staff, although the dance itself had been very successful from all other angles. This dance was also repeated this month, on February 19th, and was again a very happy occasion. This lack of support gave rise to a resolution that the possibility of engaging a local band for the Annual Ball should be explored, in the hope that by reducing the price of admission more members of the staff would be attracted.

### Lupton Cup, 2nd round

SOUTHAMPTON 6, HARWICH 2

This was played at the C.S. ground on Thursday, 25th February, watched by a large crowd of both local and visiting supporters. Conditions were not good—the surface was greasy after heavy mid-day rain, a strong wind blew across the

pitch, the rain returned during the second half and, of course, the ground has sloped for many years! Jack Hopkins won the toss and played nphill and from then on he had the job of marking Stan Pearson. The first goal came from Johnny Bell of the home team, Stan missed a good chance by kicking straight at Jim Parsons in the Southampton goal, and Roy Goodall made the score 2-0 at half time. After the interval, four more were added to this total (another one from Goodall, two from Bob Fletcher and one from Fred Sweetingham), but Harwich showed great fighting qualities by never looking demoralised, and proved it by scoring twice in the last ten minutes, both from their Stan. An excellent game to watch, in spite of the rain. The usual feeding, speech-making and singing were to follow at the Royal Pier Restaurant and at the "Elephant and Castle" on the Bursledon Road. We've got a funny idea that Harwich enjoyed themselves, judging from the farewells! *We did!* It is to be hoped that something can be arranged in the cricketing sphere this summer. We get on very well together on these occasions. F. D. V.

### DOVER NOTES . . .

#### Local P.S.A. Meeting

Fifty one members—a very good attendance—were present at the Queen's Head Hotel on the 17th February when the main topic down for discussion was the Official Side's proposed Summer Staffing Scheme.

The growth of both passenger and car traffic in 1953 to figures of the highest ever, has been emphasized in our national daily newspapers, and its obvious reflection in the services planned for next summer, additional and supplementary, were anticipated by all. Nevertheless, the proposed scheme of attendance as unfolded to us by our Whitley representatives dumbfounded the Meeting.

The Meeting found itself faced with proposals indicating extended hours of watch; split attendance; a total absence of any week-day leisure time; and a solitary "crumb" in the provision of possibly one Sunday off duty in eight.

It was soon clear from the discussion that followed that the Port Sub-Committee's recommendation of disagreement was going to be upheld.

Bitter were the attacks on the suggestion of split attendance. Many members recalled the high level discussions by the P.S.A. Executive to rid the Service of this

very unjust method of attendance—the great appreciation shown to our case by the Official Side—and the subsequent fine co-operation in improving the whole position.

Faced with extended watches and call-out attendances, factors which in themselves received no blessing from the Meeting, the added nil provision for leisure made the members view the coming season with much alarm. It was very apparent that the extra efficiency which would be gained by virtue of scheduled time off has not received consideration in these latest proposals.

Some speakers sought a reduction of the staffing complement on certain stations as the answer. Others, that the solution must be an increase in the Seasonal Aid. All were agreed that the staffing scheme should provide for a day off per fortnight.

The Meeting appreciated the hardships occasioned by the departure of fixed officers from their ports to implement our staff, but the heavy summer traffic makes seasonal aid essential.

And so this animated discussion came to an end with the passing of suitable proposals in line with this report.

Following this, several very local resolutions were dealt with under "other business" before our chairman Bill Copeland finally "beat the table" for the last time and our large gathering dispersed to the quieter atmosphere of their own firesides. G. W. V.

### ARMAGH NOTES . . .

After a lengthy period of provisional Schemes of Attendance we have finally agreed, and are now working, a permanent Scheme. One or two additional staff are required to stiffen crews to the agreed strength, but, for all practical purposes, the Scheme is working well. Our major problem in Local P.S.A. circles is caused by rapidly changing staff. Local P.S.A. meetings are extremely well attended—in fact, disregarding unavoidable absences, there is often 100% attendance, including the C.P.O.; many of our minor problems can therefore be settled on the spot. Unfortunately, it is difficult to pursue a settled policy. The changing staff bring changing ideas, and meetings are usually lively. Some of the comparatively new arrivals feel that they are accepting a Scheme of Attendance, etc., which they themselves had no hand in shaping. It is, however, a fact, that if the present Scheme was altered the same problem would arise

in a relatively short time. Some of us are, therefore, pleased to get something definite, although we agree wholeheartedly with the view put forward by the men who have arrived within the past year. It is only fair to say that the latter are in the majority.

It is unfortunate that we are losing six of our most experienced A.P.O.s. All have given of their very best in getting the Waterguard established on the Border. Alec Davidson is returning to Southampton—we shall miss his "plans" for combined operations. Frank James is going home to London—a driver that Aughnacloy will find it hard to replace. Ron Miles, our sprinting champion, is destined for Liverpool—perhaps The Hon. Board can find us a comparable athlete. Pete Waldron, who has calmed many a truculent smuggler is returning to his native Liverpool, and taking with him Jack Mulcahy, who seems to know everyone within 20 miles radius of Armagh. Last, but most certainly not least, Jack Gardner is leaving us for Gravesend. The Border will probably disappear without Jack Gardner to look after it. A pity there isn't such a thing as, "transfusion of experience."

Our "top-three" for the month :

(1) 60,000 (No.) cigarettes, 2 cwt. of butter and a Standard Vanguard, caught in the usual radio-controlled road-block. The Officers concerned were Messrs. H. Smalley and J. M. Tregoning, P.O.s, and Messrs. A. W. Davidson, R. Miles, F. E. James, R. Smith and D. R. Thompson, A.P.O.s.

(2) 12,000 (No.) cigarettes, 14 lb. of tobacco and a Ford van. The smugglers tried to escape, carrying the goods in a sack, but were both finally caught. The seizing Officers were Mr. M. Brivio, P.O., and Messrs. P. Waldron, M. Aubin, and K. Budd, A.P.O.s.

(3) 2cwt. of butter and Vauxhall Wyvern. This was a result of a "combined operation," in which most of the staff participated.

W. D. K.

## HULL HAPPENINGS . . .

Things seem to have been very quiet since the last notes were written, probably a sign of contentment, not including the awaited salary increase of course.

We were very sorry to hear of the death of our former C.P.O., Mr. F. E. Crowe who retired some three years ago.

The biggest seizure made recently was by Messrs. I. Anson and Bennett, A.P.O.s

in Jimmy Eunson's King George Dock crew. Together they found 51 bottles of spirit and 7,800 cigarettes on the *Solbritt* from Hudiksvall. Place of concealment was a false space in the bunkers accessible from the engine room by removing a small plate screwed to the bulk-head suitably concealed by grease etc.

The offender, an engineer was fined £100, a further fine of £100 being placed on the ship.

## OBITUARY . . .

Mr. F. E. Crowe who passed away in December commenced his Waterguard career in Grimsby in 1908 and saw further service as an A.P.O. in Queensferry. On subsequent promotion, he returned to Grimsby where he remained for many years, eventually arriving in Hull as a C.P.O. in 1931. From then onwards, he never left Humberside and made many friends both in and out of Waterguard circles.

Mr. Crowe was proud of the fact that his father who was a P.O. in Hull was responsible for the introduction of the *Waterguard Journal* now issued monthly by the P.S.A. He has often told how as a boy just fifty years ago and before he entered our Branch, he was paid a very small sum for assisting his father to do the printing on a very elementary press.

The funeral took place at Kirkella cemetery where despite adverse weather

## Holiday Accommodation

A comfortable Country Inn. Bnll: 1601, four acres grounds and garden. All modern services. Home produce. Good country. Homely. Terms 4½ to 5½ gns. REP LION INN, Twyford, Near Buckingham. Steple Clayton 270.

BRIXHAM, 4 berth caravans on lovely site overlooking glorious Torbay. Every facility. Mrs. Wilson, 18, Hilltop Crescent, Portsmouth. Tel: 75899.

FOREST OF DEAN, Severn-Wye valley. LITTLEDEAN GUEST HOUSE, Littledean, Glos. Beautiful forest and river scenery, 80 rooms, grounds 12 acres. Dancing, billiards, tennis, bowls, putting, walks, tours. Summer terms from 46 10s. 6d. Brochure gratis. Phone Cinderford 2109.

WAXHOME, Lake Drive, Hamworthy, Poole. Bed, Breakfast, Evening Meal. 4-5½ gns. according to Season. Beach one minute. Parking. FRARGE.

MARGATE, Bed, Breakfast, Evening Meal. H. & C., Slumberland beds. MIDDLESEA, CLAUKE, "Bonnie Heather", 21 Hawley Square. Thant 22105.

WOLKESTONE, St. German Private Hotel, 52 Ears Avenue. Telephone: 51469. Near Leas. H. & C. Every comfort. Separate tables. Excellent catering. Recommended Civil Servants. 5-7 gns. Mr. and Mrs. J. E. DEAKIN.

COMBE MARTIN, Devon. "Fontenov" Guest House. Telephone: 426. Breakfast, Evening Dinner, Lunch Sundays. Ideal situation. Near sea. Excellent centre.

WESTCLIFF, 22 Alsa Road, Guest House. Personal attention. H.C. Basins. 7 minutes beach. Easter 15s. day. Southend 47417.

conditions, there was a very good attendance of Waterguard Staff, both past and present.

Our sympathies are with Mrs. Crowe and family.

A. E. R.

## HOLYHEAD HANES . . .

### P.S.A.

A meeting to discuss the final scheme for the staffing of the port under G.O. 5/45 was held on Monday, 15th February, in the Retiring Room. Attendance was sufficient but considering the importance of the matter not overwhelming, especially from the P.O. strength.

Mr. Woods, P.O. spoke on the amended scheme, on the ratio of relief which we find is higher than originally intended, and then voting approved the staffing of 21 P.O.s and 10 A.P.O.s.

Various other matters of local interest were discussed including accommodation for the extra Preventive Officers. The system of treble owned desks which it is understood are approved accommodation did not meet general approval, but as Gladstone said in 1897, we must "wait and see."

The election of new officers due to the departure of Mr. Cusdin, P.O., and Mr. Roberts, A.P.O. was made and are as follows:

*Vice Chairman* : Mr. Jenkins, A.P.O.

*Dist. Organiser* : Mr. Griffiths, A.P.O.

The meeting broke up at 9.15 p.m. still talking.

### Departures

This period we have said farewell to two stalwarts of Holyhead in Geoff. Cusdin, P.O., who has been with us since 1947, and John Roberts, A.P.O. who came to us in 1950 with Alan McGuffog and who like Mac has now resigned to go to the States, and not South Africa, as was the destination of the redoubtable Mac.

To Geoff who "upped anchor" and departed we send our best wishes and hopes that he will find as comfortable a niche in Liverpool as the "King's" was in Holyhead; and to John a pleasant voyage, and sincere good wishes for his future.

### Arrivals

Hello again to the two Jones', Peter and Elwyn, both returning with their second rings, after periods in other ports. There seems to be a moral here somewhere.

Welcome back, too, to Eric Norburn, after his illness, looking very fit although a stone lighter!

The only social event was a small smoker held to say farewell to Messrs. Roberts, Lister, Guill, and Beckett, the latter three on transfer to Liverpool, and hello to Messrs. Britt and Chamberlain on relief.

It was held at the "Rose and Crown," and a good time was had by all, and selections from various repertoires came forth without any force being exercised. Our efforts in this field although few and far between, are usually well attended, and thoroughly enjoyed by all concerned. The re-establishment of the once renowned Social Club in Holyhead seems only to require a little effort to make it a regular thing. So what about it Holyhead?

D.W.E.

## OBITUARY

### Mr. William Bain, C.P.O.

Mr. WILLIAM BAIN, C.P.O., for nearly 20 years at Dundee, passed away in Dundee Royal Infirmary on 22nd January, 1954, after having been on the sick list for about two months.

The funeral, which was held at Dundee Crematorium, on the 25th January, was attended by a large number of ship's agents and other friends and acquaintances, including a number of the staff at Dundee, representatives from Leith and Methil and several from the Custom House, Dundee.

D.P.S.

## CHESS

The Editor,

CUSTOMS JOURNAL.

Sir,

When I entered the Waterguard in the early thirties, there was a considerable interest in the game of chess. There were inter-port games and, if I remember aright, a Waterguard team in the Civil Service League.

I am now at a Small Port and most Small Port officers have few opportunities of joining in the many social and sporting activities organised at the larger ports. Fortunately, geography is no hindrance to the chess player, so with a view to reviving interest in this grand game I would be pleased to hear from anybody keen on correspondence chess.

Yours sincerely,

R. B. BANKS.

(*Shall we?*—EDITOR)

## YE LUPTON FOOTBALLE

HARWICH 2. LONDON 1. (*after extra time*)

### An account of the game and ye usual traditional aftermath

At Harwich on Thursday, 4th February, in the middle of the recent cold spell London met Harwich in the 1st round of the Lupton Cup. The pitch was frozen iron-hard and a biting easterly wind blew straight off the North Sea.

London won the toss and decided to kick against the wind. In the early stages of the game both sides found the light ball difficult to control on the hard ground and in the strong wind the ball often pursued an erratic and disconcerting flight. However, as both sides became more accustomed to the conditions, the ball was kept on the ground with more certainty.

With the wind at their backs, Harwich pressed strongly but a determined and resolute London defence kept them at bay until midway through this half, when the Harwich left half seized on a loose ball and scored with a long shot from well outside the penalty area.

Harwich continued to press hard to secure a further lead, but the sporadic raids of the London forwards were always dangerous, and both goals had narrow escapes.

The resumption saw the Harwich goal under strong pressure and only a stout-hearted defence kept London out. The Harwich attack also had its moments and Stimpson, the London 'keeper, was in action on several occasions.

After 20 minutes play in the second half, Wheatley, the London right half ran down the wing; centred the ball for centreforward Bishop, to head into the far corner of the net.

Despite heavy attacks on both goals the defences remained supreme and full time came with the score still even.

Extra time saw the same high standard of play maintained although all 22 players must have been extremely leg weary after 90 minutes in such trying conditions.

The climax came in the closing minutes of extra time. A Harwich attack developed down the left wing and from a mêlée around the London goalmouth, the ball came over to 'Jock' Allen standing un-

marked on the right wing. With cool precision Allen crossed the ball to the far side of the goal where Eric Smith made no mistake from close range.

So ended a game which gave pleasure to both player and spectator alike. A game played throughout in the best Soccer tradition and unmarred by incidents which, unfortunately, so often creep into cup-tie football.

The final whistle brought the quickest exodus ever seen from a football field. Both players and spectators anxious to regain the warmth of the pavilion after two hours of exposure to a most unwelcome export from behind the "Iron Curtain."

After a hot meal in the pavilion Mr. Boalch, C.P.O., welcomed the London team and supporters to Harwich. "Jock" Allen, the Harwich skipper expressed the thanks of his team for a fine sporting game and in response, Jimmy Goulette of London said how well they had enjoyed the game and wished Harwich the best of luck in the next round.

Mr. Powell, Waterguard Superintendent, London replying to Mr. Boalch's speech of welcome said that after several years of having to observe strict neutrality he was delighted to be wholly partisan once more.

The usual get-together after the match was held in the Harwich clubroom, where, fortified by the right spirit, everyone felt warm for the first time that day.

Some mention should be made of the clubroom which Harwich have recently acquired. Taking over the former Naval Officers' Club in October last, the Harwich Waterguard Staff have made a great success of this new venture. The Club is fully licenced and comfortably furnished.

We, in London, would like to express our sincere hope that this club continues to gain strength and congratulate Harwich on a venture which is surely something new in Waterguard history.

Well, cheerio Harwich—thanks for an enjoyable game and a splendid evening in your clubroom—here's to the next time!!

D.A.S.

### ELECTION FOR COUNCIL, 1954

Elections are due under Rule 4 (c) and (d) for the following grades and areas :

C.P.O. ... LONDON : London and London Airport Districts ;  
 SOUTH-EASTERN : Dover, Gravesend and Harwich Districts ;  
 LIVERPOOL : Liverpool, Manchester and Holyhead Districts ;  
 SOUTHAMPTON : Southampton and Plymouth Districts ;  
 NORTH-WESTERN : Glasgow, Belfast and Land Boundary Districts.

A Councillor from P.O. or A.P.O. grades shall be elected from each of the following Districts :

London	Cardiff
London Airports	Holyhead
Gravesend	Manchester
Harwich	(including Preston)
Plymouth	Grimsby
Bristol	Hull
Dover	Leith
Southampton	Aberdeen
Swansea	Belfast
Middlesbrough	Land Boundary
Tyne	Glasgow

### CUSTOMS AND EXCISE PREVENTIVE STAFF ASSOCIATION NOMINATION FORM

We, being two members of the above Association, hereby nominate

Mr.....(Rank)..... as candidate

for the post of Councillor for the.....Area.

Signature and Date.....

Signature and Date.....

I accept nomination :

Signature and Date.....

When completed, this form should be sent to the District Organiser, who, after certifying as to membership, will forward it to the Organising Secretary.

Certified as to membership.....District Organiser.

The closing date for receipt of nominations at P.S.A. Headquarters is Thursday, April 8th, 1954.

**THE CIVIL SERVICE (FORMERLY POST OFFICE) SANATORIUM SOCIETY**

Registered under The Friendly Societies Act, 1896      Established 1905

**For ALL Civil Servants**

Permanent, Temporary, Part-Time, Established, Unestablished,  
Industrial, non-industrial, and their Wives/Husbands,  
Children and Dependants

SUBSCRIPTIONS — Deducted from Pay

Temporary Staff leaving the Civil Service may retain membership  
Reduced Rates for Pensioners

**INSURE AGAINST TUBERCULOSIS**

BENEFITS — after 6 months' membership for adults

SANATORIUM TREATMENT — SPECIALISTS' CONSULTATION } FREE  
TRAVELLING AS NECESSARY — MEDICAL OR OTHER FEES }

CASH GRANT IN NECESSITOUS CASES  
NO DELAY FOR TREATMENT

**THE SOCIETY'S SANATORIUM at BENENDEN takes most patients**

CHILDREN AND DEPENDANTS  
are admitted for tuberculosis benefit after 12 months' enrolment

**INSURE AGAINST CANCER**

BENEFITS: Members and wives/husbands, children and dependants after 6 months' membership. Up to 100 guineas for operation fees and 20 guineas a week for hospital charges. Free Consultant Service.

LIFE MEMBERSHIP for each benefit is recommended

**JOIN NOW — HELP YOUR SUFFERING COLLEAGUES**

Membership forms and all particulars may be obtained from the Secretary of the Society, 63 Catherine Place, Victoria, London, S.W.1., or from your Local Representative on inquiry made to the Establishment Officer in your collection, or from the Customs and Excise Representative on the Committee of Management, Mr. R. J. Lowe, P.O., Waterguard Office, Surrey Docks, London, S.E.16

THE  
**CUSTOMS FUND**

THE MUTUAL LIFE  
ASSURANCE SOCIETY  
OF THE CUSTOMS  
AND EXCISE SERVICE

FOUNDED 1816

**ASSETS EXCEED - - £1,475,000**

**ASSURANCES IN FORCE £2,410,000**

FOR PARTICULARS APPLY TO:—

**W. H. CHUBB, Secretary, THE CUSTOMS FUND**  
**Customs & Excise, King's Beam House, Mark Lane**  
**London, E.C.3**

*Printed and published for the Customs and Excise Presentive Staff Association  
by COX AND SHARLAND LTD. (T.U.) London and Southampton.*